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Hongkong, 1st March, 1905.

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Hongkong, 31st October, 1902.

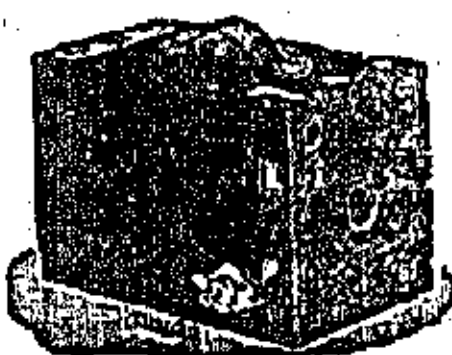
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Hongkong, 10th June 1903.

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Proprietor.

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Hongkong, 21st March, 1903.

[22]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymously signed communications that have already appeared on other papers will be inserted.
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P. O. Box 33, Telephone No. 19.

MARRIAGE.

On 14th March, at St. John's Cathedral, by the Rev. F. T. Johnson, HENRY ALEXANDER, son of Mrs. LAMBERT and the late G. E. LAMBERT, of Hongkong, to FLORENCE, eldest daughter of Mr. and Mrs. A. SHAW (Hongkong Cotton Mills), Hongkong.

DEATH.

On 26th February, at Peak Hospital, Hongkong, A. T. BARDEN, late of I. M. Customs, Canton, died of heart disease, aged 60 years. [22]

The Daily Press.

HONGKONG OFFICE: 14, DES VOEUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, MARCH 16th, 1905.

One good effect may be looked for from recent events in these parts, namely, that of defining more accurately the policy of Foreign Nations, and more especially of Great Britain, with respect to China and the Far East. British policy has been very freely criticised for many years past, but it must be confessed that such criticism has been in the main directed against what was in itself not very definite or very distinctly declared. In general terms British policy has been stated to be the preservation of her Treaty rights and the furtherance of her commercial interests in China. This has been the position always taken up officially when it has been necessary to make any formal announcement on the subject; and this declaration of policy may be fairly taken as being the only thing that has been consistently adhered to amidst much that was anything but consistent. The principle is simple enough; but its application has proved by no means so easy; and it is not surprising that in the view of many it was not attained that the end in view could not be attained in any other way than by accepting responsibilities in China, which the Home Government was very little inclined to assume. The obstinate resistance which was made by the Chinese to anything in the direction

of progress naturally suggested the idea that the only way to further foreign intercourse and commerce would be by the acquisition of territory and the assumption of the powers of Government; and at one time such a policy would not have been seriously opposed by the majority of the other foreign nations; who knew that they would share in any advantages to be obtained. Such a policy, however, never recommended itself to the British Government or public, and was always opposed to the views of the United States, who favoured the idea that improvements in China might be obtained by other and simpler means. China was and undoubtedly still is by no means a desirable country to take in hand, and a guarded policy with respect to the assumption of responsibility in any direction became recognised as that which was at all events the safest. It has, however, always been apparent that some consolidation and improvement in the Government of China was essential; though the hope was clung to that China, like Italy, would reform of herself.

The question now is: how far after the lapse of more than forty years, since the Treaty of Tientsin, China has verified this hope. Some progress has undoubtedly been made, but it has been of a slow and undecided character. New ports have been opened and railways have been introduced; but still China in the main has not advanced essentially from her old world ways. The Government remains as weak and at the same time as arbitrary as ever, a strange mixture of autocracy and feebleness, and the hope of any internal reform of a substantial character has been almost abandoned by its best wishers. At the same time it cannot be denied that China has at least shown herself capable of development. There is a large and now increasing class in China who are well aware of the advantages which she could derive from the adoption of foreign ways. The middle trading class who have intercourse with Europeans and whose numbers are yearly augmenting, are quite aware that foreign appliances, and even foreign learning, are not to be regarded as mere curiosities of barbarism; and in this class would be glad if China, while still preserving the bulk of her old traditions, could in some way follow the example of Japan, and come more directly into line with European nations.

With these changes, the idea that this end could be brought about only if China were taken in hand by some European nation, which was at one time popular, has gradually been modified; and with the proof of what such responsibility may involve, that has been afforded by the Russo-Japanese War, this remedy is likely to be still less considered as one within the domain of practical politics; and so far as Great Britain or the United States—who are in the main at one on this subject—are concerned, we may take it that such an idea is not likely to be revived, unless some other nation should attempt to or succeed in acquiring dominion, which is not, as events have turned out, by any means so likely a contingency as it was formerly. Russia, we may hope, will be checked in her designs in this direction after the conclusion of the war; and there is no other nation which is likely to be anxious to push an aggressive policy in these parts. It has been shown that it is one thing to assume such a position, but a very different thing to maintain it, and so far the policy of upholding the integrity of China which has been pursued has proved in the long run to have been the right one; and if the factor of Russian aggression in the North be eliminated from the contingencies that have to be guarded against, there can be little question as to the wisdom of continuing the policy which has hitherto been followed, and which, though it might be open to question in former times, has so far proved to be the only sound and reasonable course that could be adopted. If once the fear of Russian aggression in China can be removed, a way will be opened to maintain a sound commercial policy in which the interests of foreign nations can be furthered in a manner which was necessarily impossible while China constantly laboured under the fear of aggression in some quarter or another and the partition of the country was discussed as an open question. The influence of Japan will be a strong factor in all future policy. If that country were averse to foreign civilization her influence might be of a dangerous character; but, so long as she ranges herself on the side of legitimate commercial progress, which has certainly been her policy hitherto, and which policy it is alike her interest and her inclination to follow, her co-operation with foreign nations

in furthering legitimate intercourse and the extension of commercial facilities will be a valuable aid in the cause of progress; while her policy must always lie in the direction of safe-guarding the integrity of China, as Japan is well aware that encroachment on the part of any one nation would be the signal for similar action on the part of others and would be productive of confusion, the end of which it would be difficult to forestall.

When the *Heda* arrives at Hongkong the whole of the destroyers on the China Station are to be attached to her as tenders.

The Japanese Government has placed an order with the North British Locomotive Co., Glasgow, for fifty powerful locomotives, which are to be delivered with all possible speed.

Mr. E. P. Guertiz, the Governor of British North Borneo, arrived here yesterday by the German mail steamer *Prinz Heinrich*. His Excellency, who is travelling for the benefit of his health, is accompanied by Mrs. Guertiz.

Messrs. Benjamin, Kelly & Potts are in receipt of telegraphic advices from Shanghai to the effect that the Shanghai and Hongkong Wharf Co., Limited, has declared a dividend of 1/6 per share on old shares and 1/3 per share on new shares.

William Ogilvie Bell-Irving, of Millbank, Lockhart, N. B. (English and Scottish estate, £34,000; property in India, £73,357, of which £43,372 is his share in the business of Jardine, Skinner, and Co., of Calcutta), left estate of the gross value of £127,760.

According to the *Tribune*, the Italian Ambassador in London and Lord Lansdowne signed a convention on January 13 whereby Great Britain cedes to Italy the territory on the northern extremity of Kismayu Roadstead, in order to assure commercial communication between Benadir and the civilised world.

We are desired to mention in reference to the gun practice which have been advertised by the Harbour Master that practice at Pinewood Battery owing to the unfavourable weather of yesterday will take place to-day, commencing at 2 p.m. and that the practice announced for to-morrow at the Pinewood Battery will take place at 2 p.m. instead of at 9.30 a.m.

The Dallas Bandmann Company gave the third performance of the charming musical comedy *Three Little Maids* last night. The production compares favourably with the two previous performances, and was enthusiastically received by the audience with well-merited applause. Miss Frampton getting the major share. To-night "the Girl from Kays" will be given.

The Quiver (Ed.) and *Cassell's Magazine* (Ed.) for February are as good as ever these popular publications were. The former has an excellent illustrated article on "Women in prison," and the usual collection of good, clean fiction. *Cassell's*, now edited by Max Pemberton, has a romance by the editor, many excellent pictures, and an unusually interesting lot of illustrated articles and stories.

Is the English language too old to give birth to a set of pronouns of the common or indeterminate gender? The need was pointed (with simulated spontaneity) by Mr. Max Beerholm when during a lecture on theatrical costume to the Playgoers' Club he tangled himself in a sentence averring that the player should be able to wear his—or her—clothes that he—or she—should be unconscious that he—or—she—then in despair he had to untangle himself and fall back on "they." The coming equality of the sexes should encourage the procreator of common words.

The Russian authorities have become alarmed for the safety of the inhabitants of Vladivostok. Special trains have been set aside for the use of those persons who wish to leave the fortress. Notices of a desire to leave the town has to be given in good time so that the necessary tickets may be procured; the staff of the fortress is empowered to issue free tickets in certain cases. Banking operations are not carried on any longer at Vladivostok by the State Bank, which has been removed to Khabarovsk. A further sign of the uneasiness that is felt in official circles is afforded also by the removal of the Gymnasium, or Grammar School, to Nerchinsk, in Transbaikalia; while the High School for Girls has been removed to Khabarovsk, and the Oriental Institute to Verkhne-Udinsk.

Some extraordinary scenes were witnessed in Lombard-street on Feb. 11th. At ten o'clock the Hongkong and Shanghai Banking Corporation opened its doors to receive applications for the new Chinese Government Five per Cent. Gold Loan for £1,000,000 sterling. A considerable crowd had congregated long before that hour, and so great was the crush at the bank doors that a force of police had to be summoned to keep back the crowd. The number of applicants increased every minute, and the efforts of the police were taxed to the utmost to stem the onrush. Consequently, at 11 o'clock the managers of the bank had to order the closing of the doors, as the staff was quite inadequate to deal with the mass of applications. It was then found that the Loan had been over-subscribed several times, and instead of keeping the loan open till Monday afternoon it was decided to close the list at once. This fact was ultimately conveyed to the crowd of disappointed applicants outside, and it was only then that the people dispersed and that order was restored. The stock is quoted at 3 1/2 premium on the Stock Exchange.

Before Mr. H. H. J. Gompertz at the Police Court yesterday, H. Lock of "Wild Doll" Wanchai Road, charged John Allen of the same place with behaving in a disorderly manner and damaging property to the extent of \$80. His Worship asked if the parties could not settle the matter out of Court, but Mr. G. K. H. Dratton, who represented the complainant, did not think this was possible. The defendant informed the complainant that he had no right to keep his cooking utensils in the kitchen of the second floor of the house, and ordered him to remove them, at the same time using abusive language. This the complainant refused to do, whereupon the defendant threw them out. His Worship bound him over in the sum of \$100 to keep the peace for six months.

In the Chang Yen-mao v. Moreing case, (already reported) Mr. Levett, K.C., continuing his reply on the whole case, contended that the evidence proved that Chang was induced to execute a conveyance of the property by the false representation of the defendant or their agents. He asked for an inquiry as to damages the old company had sustained by reason of the fraudulent misrepresentation of the defendant Mr. C. A. Moreing and the firm of Bewick, Moreing, and Co. for payment of such damages by Mr. C. A. Moreing and the firm; an inquiry what damages Chang had sustained by reason of the breach by the defendant company of the terms of the memorandum (Chang having lost a valuable appointment); and the costs of the action against all the defendants. He hoped his lordship would give a decision which would enable Chang to go back to China and satisfy them that he had not fattened himself at the expense of the public. The verdict (for the Chinese) we reported at the time, by wire.

The Central News one day last month stated that "from an early hour yesterday morning the Russian Government has had control of the Siberian telegraphs, which form part of the Great Northern Telegraph Company's through route to Manchuria, China, and the Far East generally. It was understood yesterday that all private telegrams for Mukden, Vladivostok, and other Manchurian towns had been refused transmission from St. Petersburg. This fact was elicited by shipowners who had wired to Vladivostok about the whereabouts of their steamers, but in every case the messages were returned to the senders, marked "Wires under Russian Government control." The present is the first occasion upon which the Russian Government has stopped telegraphic communication with Siberia since the war began, and in view of the spread of the agitation to that country, the action is regarded as highly significant. It is believed that grave events are happening in Siberia, and that the safety of Gen. Kuropatkin's army may be menaced." This was an example of intelligent anticipation, as it happens.

THE DOCKS.

The docks have not been particularly busy lately, but still there is a fair amount of work on hand. Two little steam tugs are being built at the Kowloon Docks, and ought to be finished in a couple of months. The shells, indeed, will be finished in about a fortnight. The larger of the two is for the Dock Company's own use. She is to be somewhat of the nature of a second edition to the *Robert Cooke*, but, as her length is only 108 feet, on a very much smaller scale. She is to have twin screws; single funnel. The other tug, a craft of 87 feet length, is for the War Department. She will be a single screw vessel.

Yesterday, the British torpedo-boat destroyer *Whiting* was brought to the Kowloon Docks with a bruised stem and twisted stern-post. She had struck a rock. The *Janus*, another torpedo boat destroyer, is in No. 3 dock having new bottom plates put in. This vessel has had considerable wear and tear, but will be in excellent condition when the Dock Company refloats her. The U.S. gunboat *Cullao* is on the slips, and the U.S. Army transport *Licium* in No. 2 dock, both undergoing general overhaul. The China and Manila s.s. *Zofra* yesterday occupied No. 1 dock for overhaul; and the China Navigation steamers *Chingta* and *Sungking*, and the steamers *Sorabulene* (of Hongkong) and *Venus* (of Manila) were alongside.

Aberdeen and Cosmopolitan Docks are empty.

THE "PRINCESS ALICE."

The overdue German Mail steamer *Princess Alice* arrived from the north at noon yesterday. She experienced for all the way down from Shanghai, and, when near Hongkong, one mile south-west of Waglan Island, the weather became so thick that it was considered advisable to drop anchor. That was on Monday night; and the vessel so remained till 10.50 a.m. yesterday morning, when the Captain found it to be clear enough for him to proceed. The *Princess Alice* leaves for home this morning at ten o'clock with a full ship as regards passengers. Included among those for whom passages have been booked are many children. The Captain is going to accommodate two of them in his own cabin. He is fond of children and is quite pleased to do so. The following are some of the most prominent names in the list of departures:—Mr. D. Layton (bullion broker), Mr. and Mrs. C. A. Tomes (Messrs. Shaw, Tomes and Company), Mr. H. E. Tomkins (Messrs. Reiss and Company), Mr. F. Maitland (Messrs. Linde and Davis), Mrs. Droure (wife of the Consul for Holland), Mrs. Becker (wife of the taipan of Messrs. Sander, Weller and Company), and Mrs. Volpicelli (wife of the Italian Consul). Chev. Z. Volpicelli is to accompany his wife as far as Singapore and will be away a fortnight.

TELEGRAMS.

THE WAR.

["DAILY PRESS" SERVICE.]

JAPANESE FLEET AT SINGAPORE.

SINGAPORE, 15th March.

A Japanese squadron, consisting of twenty-two ships, was sighted outside the harbour at one o'clock this morning by the s.s. *Hongwan I.*

At half-past eight, four of them anchored in the roadstead. These were the *Kasagi*, the *Chitose*, and the converted cruisers *America Maru* and *Yawata Maru*.

Vice-Admiral Yamaga was on board the *Kasagi*.

The squadron left Sasebo on the 15th February with sealed orders.

Admiral Togo's officers landed to correct chronometers. They declined to be interviewed, but said the squadron would leave to-day.

[REUTERS' SERVICE.]

GALLANT KUROPATKIN GROWS WEARY.

LONDON, 13th March.

The *Times* St. Petersburg correspondent wires that General Kuropatkin has asked the Emperor's permission to transfer his command, owing to his need of rest.

Official Russian despatches record the loss of nearly five hundred guns, and over two hundred thousand men.

A HISTORICAL BATTLE.

LONDON, 13th March.

The newspapers emphasize the stupendous significance of the recent battle upon the history of the world. The *Standard* says there will be grave searchings of the heart in Germany, where the ambitions of Russia have been so studiously consulted, and every advance of Japan so stubbornly opposed. Great Britain rejoices unreservedly in the success of the people with whom she is associated by alliance and ties of common interest and sympathy. It pays a glowing tribute to Japanese statesmen, soldiers and sailors.

ADMINISTRATION OF SUEZ CANAL.

ALLEGED INFRINGEMENTS.

A deputation which waited upon the Marquess of Lansdowne represented both the Chamber of Shipping and the Liverpool Steamship Owners' Association. They were headed by Mr. Anderson, of Glasgow, President of the Chamber, and they laid before the Foreign Secretary their views on the administration of the Suez Canal.

Their chief complaints concerned an alleged breach by the Suez Canal Company of the terms of the agreement of 1883 made with the British shipowners, and providing *inter alia* that, after a dividend of 25 per cent. had been paid to the shareholders, all the net profits of the company should be applied to the reduction of the dues until such dues are reduced to five francs per net ton.

The Marquess of Lansdowne gave courteous bearing to the deputation. An important point is that any reduction which will be made will affect the British Exchequer directly. We are now receiving about a million a year in dividends on Lord Rosebery's brilliant investment in Suez Canal shares, and the Treasury will hardly agree with Lord Lansdowne should be endeavour to secure by diplomatic representations a lessening of the amount charged on vessels going through the canal.

Some time ago a lengthy correspondence passed between the Chamber of Shipping, the Board of Trade, Lord Lansdowne, and the British directors of the company. The latter pointed out the limitation of the dividend was extremely distasteful to the shareholders, who, once it had reached 25 per cent., were therefore to be deprived of any participation in the increased prosperity of their enterprise, and were to become rent-chargers or annuitants until the tariff was reduced to five francs.

The President four years ago had consulted the London Committee confidentially upon this part of the London agreement, and they were unanimous in considering that such an onerous condition could not reasonably be maintained. The President thereupon proposed as a solution of the difficulty that it should be accepted in principle, that each reduction in the tariff should be preceded by an increase in the dividend. This met with the entire approval of the Council of Administration.

The whole subject was to come up for discussion on Feb. 17th at the annual meeting of the Chamber, when no fewer than five motions had been placed on the agenda dealing with the Suez Canal.

CHINA SUGAR REFINING CO., LIMITED.

The report for presentation to the shareholders at the twenty-seventh annual general meeting, to be held at the Offices of the general agents, at noon on Thursday, 23rd March, is as follows:—

The General Agents beg to submit to shareholders their report on the Company's business for the year 1904 with a statement of accounts to 31st December last.

The refineries were actively employed during the year, and in consequence of the general advance in sugar, remunerative prices were obtained in all the consuming markets.

The sum of credit of profit and loss account is \$1,103,812.75 from which has to be deducted \$100,000 paid as an interim dividend on 29th August last, leaving for appropriation \$1,003,812.75, which the General Agents and Consulting Committee recommend should be dealt with as follows, viz:—

To write off Swatow property, \$	50,000.00
„ pass to equalization of dividend fund	450,000.00
„ appropriate to repairs and renewals account	150,000.00
„ bonus to staff	11,000.00
„ final dividend of \$15 per share	300,000.00
„ carry forward to next account	42,812.75
	\$1,003,812.75

CONSULTING COMMITTEE.

Mr. R. C. Wilcox resigned his seat on his departure from the Colony, and Mr. A. J. Raymond was invited to join the Board in his place.

The Consulting Committee now consists of Sir Paul Chater, J.M.G., and Messrs. A. G. Wood, E. Shellim and A. J. Raymond, who offer themselves for re-election.

AUDITORS.

The accounts have been audited by Messrs. Theos. Arnold and W. H. Potts, who offer themselves for re-election.

JARDINE, MATHESON & CO.,
General Agents.

BALANCE-SHEET.

One year to 31st December, 1904.

PAID-UP CAPITAL AND RESERVES	\$ 2,000,000.00
Surplus profits	295,607.41
Balance of profit and loss account	1,103,812.75
Less interim dividend at 5 per cent. paid on 29th August, 1904	100,000.00
	\$3,399,410.16

PROPERTY ACCOUNT	\$
Property account consisting of—	
East Point Refinery	1,581,200.00
Bowring Refinery	2,892.96
Swatow Refinery	722,722.82
Hongkong Distillery	3,271.20
Cash	30,892.96
Fongkong and Shanghai Bank	230,182.91
Raw and refined sugar, &c.	25,413.89
Spirits and rum	4,923.17
Charcoal, coal, stores, &c.	414,905.62
Shipment	414,905.62
Less advances	414,905.62
	\$4,923.29
	\$3,399,410.16

PROPERTY ACCOUNT	\$
To balance at debit on 31st December, 1903	1,581,200.00
To new buildings and machinery	38,946.96
	\$1,620,146.96
By balance at date	\$1,581,200.00

PROFIT AND LOSS ACCOUNT.	\$
To balance of profit and loss account brought forward from last year	147,717.39
To commission	30,324.55
To remuneration to consulting committee	2,500.00
To auditors' fees	750.00
	224,291.94
To interim dividend at 5 per cent. paid 29th August, 1904	100,000.00
	324,291.94
To net balance	1,003,812.75
	\$1,328,583.79
By gain on working	1,327,282.43
By interest	814.37
	\$1,328,096.80

COLLISION OFF SWATOW.

Yesterday morning, during the fog, the Norwegian s.s. *Proetus* collided with the British s.s. *Venetia* off Swatow. Both ships were seriously damaged, a hole being knocked in the *Proetus*' starboard bow, and a long length of rail being torn from the other ship. The *Venetia* also sprung a leak. The *Proetus* was on a voyage from Japan to Hongkong, and the *Venetia* was outward bound from Hongkong to Japan.

THE SIAMESE LOAN.

With regard to the projected entry by Siam into the list of nations with a public debt, which *The Standard* foreshadowed a short time ago, it now learns that the amount to be borrowed will be £1,000,000 only, instead of £2,000,000 as was at first proposed, that the interest will be five per cent., and the duration of the loan probably thirty years. All the money will be devoted to railway construction. Hitherto, the Siamese Government has paid for its railways out of revenue, during the last few years having spent nearly £2,000,000 on construction, but the slowness of railway building out of surplus revenue has, not unnaturally, prompted the progressive Siamese to follow the more usual method of raising money. As to the security of the loan, it appears that the Siamese revenue now amounts to about £3,000,000 a year, having doubled itself in eight years. The abolition of the gambling farms is not expected to make a very great inroad upon the revenue. In the course of the next three years, for instance, eighty-eight of these farms are marked down for extinction, and the revenue loss will amount to about £131,000. This sum the Government hopes to cover by increases in the land revenue, owing to the improved methods of land transfer, &c., which it is hoped will result from the bringing under cultivation of waste land.

LUZON SUGAR REFINING CO., LD.

The report for presentation to the shareholders at the twenty-third annual meeting, to be held at the offices of the general agents, at 12.30 p.m. on Thursday, 23rd March, is as follows:—

The General Agents beg to submit a Statement of Accounts for the year ending 31st December last.

The Refinery remained silent during the whole of the year under review, there being no outlet for its sugars, but as prospects have lately somewhat improved, arrangements have been made to resume work at an early date.

Inclusive of \$73,905.88 brought forward from the year 1904, the balance at debit is \$85,987.63, which is carried forward to next account.

CONSULTING COMMITTEE.

Mr. J. H. Lewis resigned his seat on his departure from the Colony, and Mr. H. P. White was invited to join the Committee in his place; the Committee now consists of Mr. A. G. Wood and Mr. H. P. White, who offer themselves for re-election.

AUDITOR.

The accounts have been audited by Mr. Thomas Arnold, who offers himself for re-election.

JARDINE, MATHESON & CO., General Agents.

The accounts are as follows:—

CAPITAL ACCOUNT.

31st December, 1904.

Capital account..... \$ 700,000.00

Jardine, Matheson & Co.'s current account..... \$ 59,536.14

Sundry creditors..... \$ 883.33

Profit and loss account..... \$ 751,239.97

By balance..... \$ 751,239.97

PROFIT AND LOSS ACCOUNT.

To balance from last year..... \$ 73,905.88

To salaries, wages, fire insurance, &c..... \$ 2,708.72

To interest..... \$ 50.99

To auditor's fee..... \$ 85.987.63

By balance..... \$ 85,987.63

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

The report for presentation to the shareholders at the twenty-second ordinary general meeting to be held at the office of the general managers, on Saturday 25th March, at 11 o'clock a.m., is as follows:—

Annexed we beg to submit to shareholders the usual annual statement of Accounts for the year ending 31st December 1904.

The net profit is \$38,107.70 which it is proposed to appropriate as follows, viz:—

To place to Reserve Fund..... \$ 55,000.00

To pay a Dividend of \$1.00 per share..... \$ 24,275.00

To carry forward to next year's account..... \$ 832.70

As the "Purlo" could not be run at a profit she was sold to Japanese buyers in August last. The "Rubi" and "Zafro" have made the service regularly throughout the year between Hongkong and Manila, and, as their earnings show, have proved themselves well adapted to the altered condition of the trade, which now depends more upon foreign passengers and cargo than on Chinese as formerly.

In accordance with resolutions passed on the 5th October 1904 and the 28th October 1904 the Capital of the Company has been reduced to \$750,000.00.

CONSULTING COMMITTEE.

Mr. J. H. Lewis having left the colony, Mr. H. P. White was invited to take his place on the Consulting Committee.

In accordance with the Articles of Association, Messrs. N. A. Siebs, D. E. Brown, H. P. White and A. V. Apatz retire but offer themselves for re-election.

AUDITORS.

The Accounts have been audited by Messrs. T. Arnold and W. H. Potts, who are recommended for re-election.

SHEWAN TOMES & CO., General Managers.

The accounts are as follows:—

PROFIT AND LOSS ACCOUNT.

Balance at debit brought forward from 1903..... \$ 123,123.65

Consulting committee's fees..... \$ 4,000.00

Auditors' fees..... \$ 400.00

Interest..... \$ 27,110.12

Changes..... \$ 2,748.43

Amount written off as depreciation and loss..... \$ 541,709.64

Loss on working account s.s. Purlo..... \$ 21,082.23

Balance..... \$ 81,170.91

Amount written off capital account as per resolution passed at extraordinary meeting of shareholders held 5th October, 1904 and confirmed at meeting held 28th October, 1904..... \$ 608,575.00

Exchange..... \$ 3,777.16

Profit on working account s.s. Rubi and Zafro..... \$ 95,141.62

By balance..... \$ 705,736.78

BALANCE-SHEET.

LIABILITIES.

Authorised capital 30,000 shares..... \$ 3,000,000.00

Less written off as per resolution passed on 24th October, 1904, 20,000 shares at \$25 each..... \$ 500,000.00

Issued and fully paid 24,275 shares at \$25 each..... \$ 606,875.00

Less written off on 24,275 shares at \$25 each..... \$ 606,875.00

Calls on shares forfeited now belonging to the company..... \$ 8,385.00

Underwriting account..... \$ 775.63

Due to General Managers..... \$ 25,700.52

Sundry creditors..... \$ 276,237.0

Company's bankers..... \$ 39,335.59

Balance of profit and loss account..... \$ 95,141.62

By balance..... \$ 909,618.23

ASSETS.

Value of steamers Rubi and Zafro..... \$ 331,000.00

" " Hongkong Buys & Moorings..... \$ 4,000.00

" " Manila Buys & Moorings..... \$ 4,000.00

Stores on hand..... \$ 6,000.00

Preparation of premium on current policies..... \$ 53,219.7

Sundry debtors..... \$ 22,745.44

Outstanding freights 1904..... \$ 790.61

Cash..... \$ 369,648.23

THE S.S. "MINNESOTA."

The leviathan *Minnesota* arrived shortly after noon yesterday. She experienced fine weather from Manila till quite near Hongkong, at four o'clock on Tuesday afternoon, when she was enveloped in a blanket of fog, so thick that the anchor had to be let go. But for this, the vessel would have made a 41 hour passage, as she left Manila at about 3.30 p.m. on Sunday. The vessel experienced very bad weather and head winds across the Pacific. She took eighteen days from Seattle to Japan. Some days it blew so hard that the "run" was less than a hundred miles. Though a heavy cargo was carried across from America less than 500 tons was consigned for this port. For Hongkong, there were 43 cabin passengers, seven intermediate and a hundred Asiatic. She sailed from Seattle 23rd January, arrived at Yokohama, 11th February, at Kobe, 21st February, at Nagasaki 28th February, at Shanghai, 1st March, and Manila, 9th March.

On her return trip to America she takes from Manila 5,500 tons of cargo, mostly bales of hemp and sugar. The local agents are the Nippon Yusen Kaisha.

A good deal has already appeared in the *Daily Press* about the *Minnesota*. She was specially constructed together with her sister ship the *Dakota* for trade with the Orient and was launched from the Eastern Shipbuilding Co.'s yards in New London, Conn., in April, 1903.

The *Dakota* was launched in February of the following year. The pair are the largest cargo carriers in the world, and were built specially for service between Seattle, Tacoma on Puget Sound and Japan, the Philippines, and Hongkong.

The *Minnesota* is 633 feet in length, 73.6 feet in beam, and 56 feet deep from the keel to saloon deck amidships. Add to this the height of the various decks and the total depth from keel to the upper navigating bridge is 83 feet 4 inches. The total deadweight capacity is 23,000 tons of 2,240 lbs. in addition to the weight of stores and equipment, while the vessel has a cubic capacity of 23,000 tons of 40 cubic feet available for the stowage of light cargo. She can carry over 2,000 people, including 250 cabin passengers, 68 intermediate, 1,500 troops or stowage, and a crew of 250 men.

The novel features of the ship's mechanical equipment are: the installation of water-tube boilers—the first to be used on ocean-going mercantile steamships,—having mechanical stokers and screw ash-conveyors; electric winches on deck for hoisting cargo, which are practically noiseless; both electric and steam gear; the location of the refrigerating engine room on the saloon deck; a system of electric heat for cabins; a perfect ventilating system forcing hot and cold air (as may be desired) throughout the ship, and an unusual number of appliances for safety in case of fire or other accidents.

The ship's double bottom six feet deep built of the cellular system. There are here altogether fifty-six water-tight compartments ensuring safety under all conditions.

A private telephone is installed in each stateroom. By its use passengers may, if necessary, make known their requirements without leaving their berths, and electric reading lights are in each berth.

The ventilation system is perfect. Every stateroom has both natural and mechanical air-channels, forced draught being supplied through a system of electric fans.

The main dining saloon, which seats on a hundred and ninety persons, is on the deck almost amidships. From the saloon a grand stairway leads to the promenade deck. Here, the library adjoins the ladies' boudoir and is furnished with reading and writing tables, bookcases, chairs and lounges. At the after end of the promenade deck is situated a nursery or playroom for children, the floor and panels of which are felt-padded and canvas covered for the protection of children. Two stairways lead from the promenade deck to the bridge-deck social hall, which is large and roomy. On the after end of this deck is the smoking room, while immediately abaft are toilet rooms and the barber's shop. The cafe is a special feature, where meals a la carte, suippers, etc., can be obtained.

The intermediate or second class passenger accommodations are situated forward of the main deck. There is an up-to-date laundry on board. The baggage room is on the main deck and readily accessible by all passengers.

The capt. in's and officers' rooms are located in a large house on the boat deck, while the doctor, purser and freight clerks have rooms on the main deck. The seamen, firemen, waiters, etc., are berthed forward on the main deck. On this deck too is an "opium den" for Asiatic passengers and two hospitals. Space on the main deck is adapted for carrying troops, stowage passengers or cargo.

A longitudinal bulkhead extends from stem to stern, and from keel to main deck dividing the ship into two sections. There are twelve transverse bulkheads, making a total of twenty-six water-tight compartments. The ship is "guiltless" with a complete system of fire extinguishers. By their use, sulphur flames are projected on the flames. The oxygen is thus destroyed and the flames have nothing to feed on. The latest improved pattern cork life-boats are on board. There are seventeen metallic launches with alcohol vapor motor, one gig, and seven metallic life-rafts.

Steam is generated by 16 Molauze water-tube boilers, constructed for a pressure of 250 pounds to the square inch, with 4,014.8 square feet of heating surface and 1,090.8 square feet of grate surface. The coal bunkers, with a capacity of six thousand tons, are ample to provide the huge vessel for an eleven-thousand mile voyage if necessary.

The electric light installation consists of about 1,300 lights distributed throughout each

vessel, and a powerful 24-inch search-light placed on the forward lookout bridge. The dynamo has a normal output of 4,000 amperes, and there is a total of 1,563 h.p. represented in the motors on each ship. Each vessel is fitted with an electric whistle control, electric cooking apparatus, and electric dumb-waiters and elevators.

CANTON.

[FROM THE "CHUNG NGOI SAN PO."]

HARBOUR-AL-RASCHID AT CANTON.

Viceroy Shun received orders from Peking to return and see to Kwangtung affairs. He was also requested to root out all robbers and pirates—a big contract. His arrival has waked up the Mandarins, and the Gentry with whom they have been arranging "squeeze" have vanished into retirement. From this modest self-effacement, Ng Chun-hui of Canton has been dragged, and asked to account for blackmail he is alleged to have received from a monk of the Cheung Shan Monastery, who presumed to doubt the wisdom of the enlightened Emperor in ordering that a part of the said Monastery be used as a Commercial College to be established by the Canton Government.

The monk has been accommodated with a lodging in the goal, so that he may have adequate leisure for dignified and pure-minded internal reflection. His Excellency has commanded that all robberies be reported to himself; but as before-time the practice of the Mandarins was to permit all complaining persons to pay the yamen runners for investigating such complaints, he has not heard of many.

It is said that His Excellency is copying the ruler in "Arabian Nights," and going out at night, unattended, to look-see for himself. The Chinese reporter comments: "No Viceroy or Governor ever did this before."

SEVEN ROBBERS CAUGHT.

The Viceroy has sent some officers to Macao to take over the notorious robber named Lam-Kwo-Eg, who committed robberies and crimes of every description, and who, being hardly pressed by the soldiers, took refuge in Macao, where he was afterwards captured by the police of Macao at the request of the Canton Government some four months ago. It is now said that the Macao Government has consented to hand him, together with six other robbers who were also arrested in the district of Hong Shan well-to-do citizens were frequently reported to be captured and held to ransom by robbers, who appeared in large bands. Sometimes thousands of dollars were paid for the release of a single one; but as the robbers were so numerous, each one often had only a small "dividend." Of late, armed with revolvers, they often appear on the roads, to capture any person who happens to pass. The amount of ransom is afterwards decided according to the wealth of the captive. It is said that within the preceding half year, over one hundred persons were thus captured; and the money for ransom amounted to several thousands of dollars.

THE TRADE ASSOCIATION OF JAPAN.

The Trade Association of Japan has been engaged of late enquiring into business matters in China and Korea with a view to devising improvements in the methods now adopted. The Association has found in the conduct of the war a special subject of consideration, and has passed a resolution dealing with the question of the employment of Chinese coolies for transport purposes. It is well known that in the war with China a great number of Japanese labourers were taken across the sea and used on the line of communications. Experience proved that much inconvenience was connected with this system, and therefore a new organization was formed in Japan, its leading idea being to transport coolies with thoroughness for service in the field, labouring under some disabilities which rendered them unfit for handling baggage than for taking their place in the fighting line. But the available number of these men has not proved, it is understood, more than sufficient for the work of transport at the front, and large bodies of Chinese have necessarily been engaged for the ordinary commissariat carriage.

The Trade Association speaks of 100,000 men and 10,000 carts being thus employed, and estimating the men's wages at 1 yen daily and the hire of a cart at 5 yen, finds on this account an expenditure of 180,000 yen per diem or nearly \$4 million yen per month. The resolution speaks of this number having to be doubled soon, and then urges that Japanese coolies should be sent across the sea so as to keep down the price charged by the Chinese. It puts the daily wage of the coolies at 40 cents, and calculates that if food and clothing to be supplied the outfit per diem would not exceed one yen, most of which money, if paid to Japanese, would return to Japan. This last consideration probably has much influence with the Association.

The resolution refers also to the stringent regulations imposed on ships and merchants visiting Dairen (Daly). So severe is the system of surveillance that no vessels can enter there at present except the steamers of the Osaka Shoen Kaisha, and the number of traders gaining admittance is very small. It is not claimed by the Association that to admit merchants is in any sense essential, but the committee think that not a few Japanese traders go thither for the purpose of exchanging the produce of their country for the bank notes circulated by the army, and that if greater liberty were granted such traders might prove useful in that way.—*Japan Mail*.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 15th at 12.05 p.m. The barometer has risen considerably at Sharp Peak and is slightly over the S. coast of China and the Philippines.

Pressure is probably high over N. China, and relatively low over the China Sea. Gradients are rather steep over the Formosa Channel and northern part of the China Sea, where strong N.E. and E. winds will probably prevail.

Forecast:—Strong E. breezes; overcast, drizzling rain.

No returns from North China and Japan.

A SAILORS' QUARREL.

FATAL ENDING.

On board the sailing ship *King George* at half-past six o'clock on Tuesday night, Emanuel Hernandez, a Spaniard, and Theodore Olson, a Dane, quarrelled on the fore-deck. From words the men came to blows. Olson striking Hernandez on the right eye with his fist. Thereupon the Spaniard drew a sheath knife and stabbed his opponent, running the knife about four inches into Olson's groin. The man died before medical aid reached him. The Captain of the ship caused Hernandez to be put in irons until the arrival of the police, when he was taken to the Central Station.

CHARGED WITH MURDER.

Emanuel Hernandez was charged before Mr. F. A. Hazelland at the Police Court yesterday, at the instance of Inspector Langley, with the wilful murder of Olson. Accused pleaded "not guilty." Brob Olson was the first witness. He stated: I am an able seaman on board the sailing ship *King George*. The accused and I deceased, together with two other seamen, were on the fore-deck at about 6.30 p.m. on Tuesday, when the two men had a violent quarrel over language used by the accused to the third mate. The men came to blows, and the prisoner drew a knife which was in a sheath at his side and struck deceased in the left groin. Deceased ran out through the door on the port side, and accused ran out on the starboard side with the knife in his hand. When the accused saw the blood on his knife he walked over to the port side and threw the knife overboard. Deceased then ran off to the Captain's cabin, and I saw the accused handcuffed.

By the accused: Deceased called you a bastard, but I cannot remember how many times. I did not hear you tell deceased not to call you, that.

Dr. Hunter deposed: Yesterday morning I examined the body of the deceased, Theodore Olson. The body was identified by Captain White, H. R. Lewis, Second Officer, and Sergeant Glison. There was a stab wound on the left groin about one and a half inches in length which extended upwards and inwards. The depth of the wound was about four inches. The chief blood vessels supplying the left leg were completely severed. The cause of death was hemorrhage, resulting from the wound. The knife which fitted this sheath (produced) would have caused the wound.

George Girdmann stated: I am an A.B. on the *King George*. Between five and six p.m. yesterday I was in the fore-deck, when accused and deceased had a quarrel over what had happened in the afternoon between the accused and the third mate. Deceased called defendant "a—lar." Accused said to the deceased: "I am not a liar, you were not there." Then deceased said to the defendant: "If you don't keep quiet I will hit you in the face." Defendant said to the deceased: "You called me a liar before; I am not a liar, you are a liar." Deceased then jumped up, called the defendant a bastard, and struck him on the face. Accused and deceased were seated on a bench, and when accused was struck by the deceased, he fell on to his left side. Accused then drew his knife from its sheath, and struck at deceased, the knife entering his groin. The sheath produced belongs to the defendant. Deceased then ran out of the port door of the fore-deck in the direction of the stern. The accused ran out of the starboard door and went in the same direction. I had followed deceased, going out of the same door as he did, I then saw the defendant and said to him: "You have done something very bad; look at the deck covered with blood," pointing to where Olson had been running. I then saw defendant with his own knife, bloodstained, in his right hand. He glanced at his hand and threw the knife overboard. I saw deceased go to the Captain's cabin door and call, then he laid down on the deck. Accused was finally put in irons.

James Harbert said: I am an A.B. on the *King George*. While sitting at supper about six o'clock on Tuesday evening, deceased said to the accused: "The Chief Mate was on to you to-day for not doing that work properly." The accused said: "You're a liar; he wasn't." Deceased said: "If you call me a liar, I'll smash you." With that deceased struck accused on the face, whereupon accused drew his knife and stabbed deceased. I said to accused: "What made you use the knife?" I then went off to attend deceased.

James Curtis White, Master of the sailing ship *King George*, stated: Yesterday at about 6 p.m. I was sitting in my cabin. I heard a noise at my door, and went out to see what was the matter. I saw the deceased holding his groin with both hands, while blood was flowing from a wound. I asked the deceased "Who did this?" He replied "Manuel," by which name accused is known on board. On examination, I found that deceased was stabbed on the groin. I sent for medical assistance, and a doctor arrived about half an hour afterwards. Meantime I took deceased to the Mess room and laid him on the table, where I proceeded to bandage his wound. He died about seven o'clock. The accused always bore a good character.

In reply to Inspector Langley: I saw the accused put in irons by the Chief Officer.

Detective Sergeant Wilden gave evidence as to the arrest of the accused.

N. G. Nolan, Interpreter, sworn, gave evidence as to reading over and explaining the charge to the accused, who after being administered the usual caution, made a lengthy statement, wherein he said that the quarrel began because deceased stated at dinner on Tuesday night that the third officer had given him certain work to do which he had not done. Deceased said to the accused: "If you do not keep quiet I will knock your head off." He then went from the starboard to the port side

KODAK

FILMS & ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

LONG HING & CO.

PHOTO GOODS STORE,

17, QUEEN'S ROAD

(SAME PREMISES AS MESSRS. AH CHEE).

Hongkong, 27th December, 1904.

and hit the accused, whereupon accused pulled out his knife and ran it into him. Accused further stated that a week after last Christmas, while at sea, the deceased struck him, but he did not return the blow. Hernandez was committed for trial at the Criminal Sessions.

PAY IN THE ARMY.

CONDITIONS MUCH IMPROVED.

INCREASE OF COMFORT.

During the incoming financial year the War Department will continue the programme of bettering the lot of the private soldier, and it is hoped to reduce still further the amounts deducted from a soldier's pay as stoppages.

At the present time, the authorities claim that a man serving in the ranks draws the equivalent of a salary of thirty shillings per week, now that he obtains the increased rates of cash payment, and it is believed that when this fact is more generally known, and barracks accommodation and the life in the ranks are further improved, a great number of men will be attracted to the colours. The Government's provision for a soldier on the thirty shillings per week basis is worked out as follows:—

A comparison with the old army rates will show how the position of the soldier has been improved. The old infantry scale was as follows:—

ONE SHILLING PER DAY.

Deductions.

Messing 3d. per day

Washing 3d. "

Recreation fund 6d. per month

Shooting fund 6d. "

Contingencies 3d. "

Hair cutting 1d. "

Tailor, bootmaker, and barrack damages Various.

Average cash payment to the soldier 3s. per week

The new style compares as under:—

First six months' service. 1s. 6d. per day

Six months to two years. 1s. 5d. "

Two years (if re-engaged). 1s. 11d. "

Five years. 2s. 0d. "

Deductions.

Messing 3d. per day

Washing 3d. "

Library 2d. per month

Tailor's bootmaker's, and kil bills and barrack damages Various.

Recreation and shooting clubs Optional.

Average cash payment. 7s. 6d. per week

It will be seen that in the case of the recruit continuing to serve efficiently the average amount becomes automatically one of 10s. per week.

The messing of the soldier is also considerably improved, and it is hoped to have separate dining-rooms in all barracks, so that the men will not sleep and eat in a common apartment. The following are the changes that have been effected in messing, apart from the free issue of bread and meat:—

OLD STYLE.—3d. per day.

Extra on Sundays.

Green vegetables three times a week.

New STYLE.—3d. per day.

Butter or jam twice every day.

Puddings and extra vegetables every day.

Hot suppers in winter.

Cold suppers in summer.

Early morning coffee and biscuits.

THE MESSING.

In many corps, it is possible to have a meat breakfast also, and this addition is becoming more general. A new system of saving the soldier's pay is also being introduced, whereby part of the seven, eight, nine, or ten shillings per week can be privately banked before it reaches the man's possession. This plan has proved very successful in the 3rd Coldstream Guards.

In the Yorkshire Light Infantry and many other corps the meals are served in good style by waiters. The joints are properly carved, and table-cloths are used as well as crockets, and the other little luxuries which go to make up a pleasant and appetizing board.

In the 1st Buffs, at Aldershot, this plan is also adopted by Major General H. J. Scobell, C.B., and the contrast with the old style of rough and ready eating is most marked. Each squadron messes in a room which has not been slept in. At breakfast the men sit down to tables with white cloths, and at dinner adequate waiting is provided, and the carrying in of the "cut and come again" order of home life, which is found to be much more economical than the old system of serving equal shares in chinks. The care and attention devoted to the meals prevent waste, with the result that the extras and increased comfort are obtained without additional demands on the pockets of the men.

CHINA TEA.

A letter in the *Full Mail Gazette* said:—"I have been interested in reading in your paper some letters on the subject of tea, and one published to-day so exactly describes my experience that I should like to add my testimony to that of 'Ellen Griffith.' At home we always drink China tea, which my husband brings from a City house, that sells China tea when it is asked for, but when we are away from home, or frequently when paying a call, I am given a cup of Indian tea with the inevitable result that it makes me ill. The remarks about the stains on the tea-cups are exactly like one lately made to me in my kitchen, where I was told: 'Your tea is nicer than any I have had to see on my other plates, and here I do not have to use salt and soda to get the tea-cups clean.' I hope your penning up this correspondence may lead to its being easier to get China tea, and so help me to pay calls and visits without being penalised."



TELEPHONE No. 135.

TANSAN

PER CASE OF 48 PINTS..... \$6.50

PER CASE OF 100 SPLITS..... 8.00

TANSAN.

SOLE AGENTS—

NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Manager, Daily Press only, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press, Codes: A.B.O., 5th Ed. Lieber's.

P.O. Box 33. Telephone No 12.

NEW ADVERTISEMENTS

CAMPBELL, MOORE & CO., LD.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICES, No. 23, Queen's Road Central, on FRIDAY, the 31st March, 1905, at Noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th to the 31st March, both days inclusive.

By Order,

M. A. A. SOUZA, Secretary.

Hongkong, 15th March, 1905. [717]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on TO-DAY (THURSDAY), the 16th March, 1905, at 11.30 A.M., at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., West Point, (FOR ACCOUNT OF THE CONCERNED), 446 BAGS OF RICE.

TERMS—Cash on delivery.

GEORGE P. LAMBERT, Auctioneer.

Hongkong, 16th March, 1905. [718]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on SATURDAY, the 18th March, 1905, at 2.30 P.M., at his SALES ROOMS, Queen's Road, FANCY GOODS, DRESSING CASES, CIGAR CASE, BRUSHES, RAZORS, STRAPS, CLIPPER PLATES and PIPES; PERFUMED POMADES, COSMETIQUE, EAU DE GUINIS, SOAP POWDER, &c.

Also An Assortment of GENTS' BOOTS and SHOES, &c., &c., &c.

TERMS OF SALE—As Customary.

V. I. REMEDIOS, Auctioneer.

Hongkong, 16th March, 1905. [719]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on WEDNESDAY, the 22nd March, 1905, commencing at 2.45 P.M., at No. 13, KNIGHTSBRIDGE, Kowloon, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE. (Particulars from Catalogue).

TERMS—As Customary.

On View from Tuesday, the 21st March, 1905.

GEORGE P. LAMBERT, Auctioneer.

Hongkong, 16th March, 1905. [720]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "PRINZ HEINRICH," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 8 A.M. TO-MORROW MORNING, the 15th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 21st instant, at 9.30 A.M.

All Claims must reach us before the 27th instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & CO., Agents.

Hongkong, 14th March, 1905. [5]

OCEAN STEAMSHIP COMPANY, LIMITED.

AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"ALCINOUS," are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 16th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 21st inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th inst., or they will not be recognized.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th March, 1905. [9-10]

THE AMERICAN SYSTEM

DENTISTRY

Dr. M. H. CHAUN, 37, Des Voeux Road Central, HONGKONG.

From the University of Pennsylvania, U.S.A. Hongkong, 3rd June, 1904. [613]

NEW ADVERTISEMENTS

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

FOR EUROPE.

THE Steamship "PRINZESS ALICE," Captain Watten, will leave for Europe TO-DAY, the 16th inst., at 10 A.M.

For Further Particulars, apply to NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 16th March, 1905. [5]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship "KAIMUN," Captain Robson, will be despatched for the above port TO-MORROW, 17th inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS LARPAK & CO., General Managers.

Hongkong, 15th March, 1905. [716]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from along-side.

Cargo impeding the discharge or remaining on board after 12 o'clock Noon, the 17th inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 15th March, 1905. [13]

WANTED.

AN ASSISTANT.

Apply to—

ROBINSON PIANO CO., LD.

Hongkong, 5th March, 1905. [648]

SHORTHAND.

PRIVATE LESSONS given in Pitman's Short-hand. Terms moderate.

Apply by letter to—

"J. W."

P. O. Box 143.

Hongkong, 10th January, 1905. [200]

THE TRADE MARKS ORDINANCE 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that

Messieurs MELCHERS AND COMPANY, of Victoria, in the Colony of Hongkong, Merchants, have, on the 10th day of November, 1904, applied for the registration in Hongkong in the Register of TRADE MARKS of the following TRADE MARKS:—

1. The representation of Eight Chinese and One Boy are looking at a turtle in the water in the foreground, in the top right hand corner is written in Chinese Characters "The Pictures of the Eight Wise Men";

2. The representation of a Chinese Warrior of ancient times holding aloft a sword in his right hand; in the top right hand corner is written in Chinese Characters the name "WAI TO" on the left hand side "MELCHERS AND COMPANY" and on the right hand side "Hongkong Kwang Tung";

3. The representation of Two Chinese Ladies leaning over a rock, at the top of the right hand side is written "Two Beauties of Kong Tung" in Chinese Characters and lower down on the same side "MELCHERS AND COMPANY" also in Chinese Characters;

4. The representation of a Chinaman standing on his hands and holding a bowl upon his feet, on the top of the right hand side is written the Chinese name "SHI SIN" and lower down on the same side "MELCHERS AND COMPANY" both in Chinese Characters;

5. The representation of a squirrel feeding on grapes, in the top right hand corner is written Squirrel Mark and in the top left hand corner "MELCHERS AND COMPANY" both in Chinese Characters;

6. The representation of a Chinaman holding the sun in his left hand, and a Chinese Woman the moon in her right hand, both resting on clouds, on the top left hand side of the picture is written "The Sun and the Moon reflect each other" and "HONGKONG MELCHERS AND COMPANY" on each side all in Chinese Characters;

7. The representation of a Chinese Warrior Dauntless and holding a Dragon in his right hand and his left hand aloft, in the right hand top corner is written the Chinese name "KAM KONG" and on the right and left sides of the picture "HONGKONG MELCHERS AND COMPANY" in Chinese Characters;

8. The representation of a Chinese Mandarin holding a sword aloft in his right hand and carrying a Dragon's head in his left, in the top right hand corner is written the Chinese name "NGAT CHING PRIME MINISTER" and in the left hand side "MELCHERS AND COMPANY" both in Chinese Characters;

9. The representation of a Chinese God (the God of Thunder) passing through the clouds; in his right hand he holds a sceptre and his left hand is outspread.

In the name of HERMANN MELCHERS ADALBERT KOFFER ARMIN EMIL HAUPT and CARL MICHAELAU trading as Messieurs MELCHERS AND COMPANY, who claim to be the Proprietors thereof.

All the above TRADE MARKS have been used by the Applicants since the following dates as regards Nos. 1, 3, 5, 7 and 8 from the month of January, 1903; No. 2 from the month of July, 1902; Nos. 4 and 6 from the month of January, 1902; and No. 9 from the year 1894, in respect of the following Goods:

Cotton piece goods of all kinds in class 24.

Facsimiles of the TRADE MARKS can be seen at the Office of the undersigned.

Dated the 12th day of January, 1905.

DEACON, LOOKER & DEACON,

Solicitors for the Applicants,

1, Des Voeux Road Central,

Victoria, Hongkong.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions from the REGISTRAR, SUPREME COURT, to sell by Public Auction,

TO-DAY (THURSDAY), the 16th March, 1905, at 11 A.M., on the premises, at No. 108, Queen's Road Central, THE GOOD-WILL, STOCK-IN-TRADE, FURNITURE, &c., &c., of the TY SING FIRM, as a going concern.

TERMS—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 1st March, 1905. [612]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

TO-DAY (THURSDAY), the 16th March, 1905, at 11 A.M., at their SALES ROOMS, No. 8, Des Voeux Road (Corner of Ice House Street), A NUMBER OF ROLLS OF SUPERIOR SILK, FROM THE IMPERIAL LOOMS, HANDSOMELY EMBROIDERED and Suitable for Decorations.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 14th March, 1905. [685]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

TO-DAY (THURSDAY), the 16th March, 1905, commencing at 2 P.M., at their SALES ROOMS, No. 8, Des Voeux Road (Corner of Ice House Street), A VERY FINE COLLECTION OF JAPANESE CURIOS.

SATSUMA CLOISONNE VASES, WALL PLATES and INCENSE BURNERS, SILK EMBROIDERIES, WALL HANGINGS, CUPVELVET PICTURES, BRASS VASES, SILK EMBROIDERED SCREENS, SILVER CLOISONNE WARE, &c., &c., &c.

Catalogues will be issued.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 14th March, 1905. [670]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

TO-MORROW (FRIDAY), the 17th March, 1905, at Noon, at the HONGKONG & KOWLOON WHARF AND GODOWN CO.'S Godowns, West Point, 1,877 Bags WHITE SUGAR.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 13th March, 1905. [680]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

TO-MORROW (FRIDAY), the 17th March, 1905, at 2.30 P.M., at their SALES ROOMS, No. 8, Des Voeux Road (Corner of Ice House Street), A NUMBER OF IRON SAFES, SCALES, Also ENAMELLED WARE, SOCKS, FURNITURE, GLASS WARE, PICTURES, CROCKERY, COOKING STOVES, BICYCLES, &c., &c.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 15th March, 1905. [707]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

TO-MORROW (FRIDAY), the 17th March, 1905, at 2.30 P.M., at their SALES ROOMS, No. 8, Des Voeux Road (Corner of Ice House Street), A NUMBER OF IRON SAFES, SCALES, Also ENAMELLED WARE, SOCKS, FURNITURE, GLASS WARE, PICTURES, CROCKERY, COOKING STOVES, BICYCLES, &c., &c.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 15th March, 1905. [707]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

TO-MORROW (FRIDAY), the 17th March, 1905, at 2.30 P.M., at their SALES ROOMS, No. 8, Des Voeux Road (Corner of Ice House Street), A NUMBER OF IRON SAFES, SCALES, Also ENAMELLED WARE, SOCKS, FURNITURE, GLASS WARE, PICTURES, CROCKERY, COOKING STOVES, BICYCLES, &c., &c.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 15th March, 1905. [707]

PUBLIC AUCTION.

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TO-MORROW (FRIDAY), the 17th March, 1905, at 2.30 P.M., at their SALES ROOMS, No. 8, Des Voeux Road (Corner of Ice House Street), A NUMBER OF IRON SAFES, SCALES, Also ENAMELLED WARE, SOCKS, FURNITURE, GLASS WARE, PICTURES, CROCKERY, COOKING STOVES, BICYCLES, &c., &c.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 15th March, 1905. [707]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

TO-MORROW (FRIDAY), the 17th March, 1905, at 2.30 P.M., at their SALES ROOMS, No. 8, Des Voeux Road (Corner of Ice House Street), A NUMBER OF IRON SAFES, SCALES, Also ENAMELLED WARE, SOCKS, FURNITURE, GLASS WARE, PICTURES, CROCKERY, COOKING STOVES, BICYCLES, &c., &c.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 15th March, 1905. [707]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

TO-MORROW (FRIDAY), the 17th March, 1905, at 2.30 P.M., at their SALES ROOMS, No. 8, Des Voeux Road (Corner of Ice House Street), A NUMBER OF IRON SAFES, SCALES, Also ENAMELLED WARE, SOCKS, FURNITURE, GLASS WARE, PICTURES, CROCKERY, COOKING STOVES, BICYCLES, &c., &c.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 15th March, 1905. [707]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

TO-MORROW (FRIDAY), the 17th March, 1905, at 2.30 P.M., at their SALES ROOMS, No. 8, Des Voeux Road (Corner of Ice House Street), A NUMBER OF IRON SAFES, SCALES, Also ENAMELLED WARE, SOCKS, FURNITURE, GLASS WARE, PICTURES, CROCKERY, COOKING STOVES, BICYCLES, &c., &c.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 15th March, 1905. [707]

PUBLIC COMPANIES

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTY-SEVENTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents on THURSDAY, the 23rd March, at Noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 23rd March, both days inclusive.

JARDINE, MATHESON & CO., General Agents.

Hongkong, 6th March, 1905. [620]

LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTY-THIRD ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, Pedder's Street on THURSDAY, the 23rd March, at 12.30 P.M., for the purpose of receiving the Report and Statement of Accounts for 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 23rd March, both days inclusive.

JARDINE, MATHESON & CO., General Agents.

Hongkong, 8th March, 1905. [619]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an

EXTRAORDINARY GENERAL MEETING of the Company will be held at the

HONGKONG HOTEL, Victoria, Hongkong, on FRIDAY, the 17th day of March, 1905, at Noon, when the Subjunct Resolution which was passed at the Extraordinary General Meeting of the Company held on the 11th

March, 1905, will be submitted for confirmation as a Special Resolution:—

"That Article X of the Company's Articles of Association and its marginal notes be and the same are hereby cancelled and that there be substituted therefor the following Article and marginal notes namely:

Power to X. The Company in General Meeting may from time to time increase the authorized capital by the creation of new shares of such amount as may be deemed expedient.

2. The new shares shall be issued upon such terms and conditions and with such rights and privileges annexed thereto as the General Meeting resolving upon the creation thereof shall direct and if no direction be given as the Directors shall determine.

3. Subject to any direction to the contrary that may be given by the Meeting that sanctions the increase of capital all new shares shall be offered to the parties who on a date to be named by the Meeting shall be members in proportion to the existing shares held by them and such offer shall be made by notice specifying the number of shares to which the Member is entitled and limiting a time within which the offer if not accepted will be deemed to be declined and after the expiration of such time or on the receipt of an intimation from the Member to whom such notice is given that he declines to accept the shares offered the Directors may dispose of the same in such manner as they think most beneficial to the Company.

4. Except so far as is otherwise provided by the conditions of issue or by these presents any capital raised by the creation of new shares shall be considered part of the original ordinary capital and shall be subject to the provisions herein contained with reference to the payment of calls and instalments and transfer and transmission of shares.

By Order of the Board of Directors, W. G. WINTERBURN, General Manager.

Hongkong, 15th March, 1905. [706]

WATKINS LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS will be held at the COMPANY'S OFFICE

No. 31, Queen's Road Central, on FRIDAY, the 31st March, 1905, at Noon, for the purpose of receiving the Report of the General Managers with a Statement of Accounts to 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to the 31st March, both days inclusive.

CHUAN A. FOK, General Manager.

Hongkong, 14th March, 1905. [705]

MAIL TABLES

FOR 1905.

Showing the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of departure of the Mails from Europe and America and the dates on which they are due to reach Hongkong. A Special Table is devoted to the Parcels Post to and from England.

Mounted on Card ... 30 Cents

On Paper ... 20 "

On Sale at the Hongkong Daily Press Office, Hongkong, 16th February, 1905.

INTIMATIONS

THEATRE ROYAL, CITY HALL.

THE DALLAS-BANDMANN OPERA CO.

TO-NIGHT! TO-NIGHT!

The Successful Musical Comedy, "THE GIRL FROM KAYS."

From the Apollo Theatre, London.

FRIDAY, MARCH 17th, AND SATURDAY, MARCH 18th, "THE GIRL FROM KAYS."

Doors open 8.30. Commence 9 P.M.

Plan at ROBINSON PIANO CO., LD.

Prices as usual.

Late Train 15 minutes after the Performance.

FRED. C. GARTON, Business Manager.

Hongkong, 16th March, 1905. [682]

and 29 other Varieties of FRENCH LIQUEURS from Messrs. MARIE BRIZARD & ROGER, of Bordeaux.

TO LET
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Hongkong Club, 1st March, 1905.

STEAMER, 712 TONS GROSS, FIFTY
A POWERFUL SALVAGE PLANT
READY AT SHORT NOTICE.

IN CHINA, JAPAN AND COREA arranged in a special separate list.

SHIPPING.

ARRIVALS.
ALCINOUS, British str., 4,278, J. Fulford, 14th March, Liverpool and Singapore 9th March, General, Butterfield & Swire.
CASTOR, Norwegian str., 774, J. Martin, 14th March, Singapore 6th March, Petroleum, Geo. McBurn & Co.
CLARA JENSEN, German str., 14th March, from Canton.
EMMA LUTHERY, German str., 1,160, H. Martens, 14th March, Cheriton (Java) 5th March, Sugar, Chinese.
HOPBANG, British str., 1,359, J. M. Hay, 14th March, Saigon 9th March, Lico-Jardine, Matheson & Co.
JAPAN, British str., 2,735, P. P. Martin, 16th March, Shanghai 12th March, General, P. & O. S. N. Co.
MINNEAPOLIS, Amer. str., 2,800, J. H. Rinder, 15th March, Manila 12th March, General, Nippon Yusen Kaisha.
ORLAND, Norwegian str., 844, Th. W. Schlyt, 14th March, Chingwang 7th Mar., Beans, C. E. & M. Co.
PATROCLOS, British str., 3,547, E. G. Dickens, 15th March, Shanghai 12th March, General, Butterfield & Swire.
PIRANNO, German str., 1,021, Mangoldorf, 15th March, Ban kok 7th March, Rice, Butterfield & Swire.
POLLEX, Norwegian str., 770, C. Svendsen, 14th March, Hsiao 7th March, Timber, Order.
PRINCESS ALICE, German str., 6,720, P. W. W. 15th March, Shanghai 12th Mar., Mails and General, Matheson & Co.
PRINZ HEINRICH, German str., 6,263, P. Grosch, 14th March, Hamburg 2nd Feb. and Singapore 10th March, Mails and General, Matheson & Co.
SOFAR, German str., 1,893, L. Heimer, 14th March, Bremerhaven 29th Jan., General, Jernb & Co.
SUSANG, British schooner, 1,776, F. Wheeler, 14th March, Calcutta via Penang and Singapore 25th Feb., General-Jardine, Matheson & Co.
WONGKAI, German str., 1,777, W. Reher, 15th March, Swatow 15th March, Rice, Butterfield & Swire.
WOSANG, British str., 14th Mar., from Canton.

CLEARANCE.

At the Harbour Master's Office.
15th March.
Haiton, French str., for Hoihow.
Holsen, German str., for Kianchow.
Jelunga, British str., for Yokohama.
Willehad, German str., for Kobe.
Wosang, British str., for Canton.

DEPARTURES.

15th March.
ALCINOUS, British str., for Shanghai.
ATHLETIC, British str., for Vancouver.
AUSTRALIAN, British str., for Shanghai.
CHANGHAI, British str., for Australia.
DOTT, Norwegian str., for Bangkok.
EIGER, Norwegian str., for Chinkiang.
GIANG BEE, British str., for Kobe.
ONOKONG, French str., for Hongkong.
INCHIA, Italian str., for Bombay.
PRINZ HEINRICH, German str., for Shanghai.
RAS MORA, British str., for Kobe.
SPRING, British str., for London.
THURMUTH, German str., for Coast Ports.
UMBALLA, British str., for Yokohama.
YUENSANG, British str., for Manila.

SHIPPING REPORTS.

The British str. Alcinous reports: Fine with moderate to light N.E. winds; fog off Gap Rock.
The German str. Emma Luther reports: Fine weather outside, thick fog between the islands.
The British str. Hopbang reports: Moderate variable winds, slight sea, fine and clear to 20 miles south of Gap Rock; from there to port foggy.
The Norwegian str. Castor reports: Strong monsoon from Singapore to Cape Padaran; from Cape Padaran to Hongkong variable wind; outside Hongkong heavy fog, but 2 miles off shore, outside clear.
The British str. Susang reports: Moderate to fresh monsoon and rough sea from Singapore to lat. 11 N.; from there to Gap Rock light monsoon with smooth sea and fine weather, and foggy from Gap Rock to Lamma Island.

VESSELS IN DOCK.

14th March.
ABERDEEN DOCKS.—
Kowloon Dock.—Sobralense, Lisuan, Venus, H.M.S. Jona, Chingta, Hoihow, U.S.S. Calico, Clara Jensen.
COSMOPOLITAN DOCK.—

VESSELS ON THE BERTH

SHEWAN, TOMES & COMPANY.
FOR KOBE.

THE Steamship
"HUGIN"
will be despatched for the above port on or about FRIDAY, the 17th inst., at 4 p.m.
For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 15th March, 1905. 708

FOR YOKOHAMA, KOBE AND MOJI.

THE Backball Line Steamship
"BEIRA".
Captain Gunn, will be despatched as above on SUNDAY, the 19th inst., at 4 p.m.
For Freight, apply to
NIPPON YUSEN KAISHA,
Agents.
Hongkong, 14th March, 1905. 701

COMPAGNIE DES MESSEGERIES
MARITIMES.
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, INDIA, ADEN,
EGYPT, HAMBURG,
LONDON, HAVRE, BOR-
DEAUX, MEDITERRA-
NEAN AND BLACK SEA
PORTS.

THE Steamship
"OCEANIC".
Captain Oliver, will be despatched for MAR-
SEILLES on TUESDAY, the 21st March,
at 1 p.m.
Passage tickets and through Bills of Lading
issued for above ports.
Cargo also booked for principal places in
Europe.
Next sailings will be as follows:
S.S. "TOURANE" ... 4th April.
S.S. "PONKIN" ... 18th April.
S.S. "DUMBA" ... 2nd May.
L. BRIDOU,
Acting Agent.
Hongkong, 8th March, 1905. 72

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	JAPAN	Brit. str.	—	E. P. Martin, B.N.R.	P. & O. S. N. Co.	About 15th inst.
LONDON & ANTWERP	MINNEAPOLIS	Brit. str.	—	C. H. Burch	SHEWAN, TOMES & CO.	About 20th inst.
LONDON & ANTWERP	MAITA	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	On 25th inst., at Noon.
LONDON & ANTWERP	BENGLOE	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	On 27th inst.
AMSTERDAM, LONDON & ANTWERP	ACHILLE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 28th inst.
AMSTERDAM, LONDON & ANTWERP	MACHAON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 11th April.
AMSTERDAM, LONDON & ANTWERP	AGAMEMNON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th April.
MARSEILLES, HAVRE & HAMBURG	RHENANIA	Ger. str.	—	Buhrne	HAMBURG-AMERIKA LINIE	On 20th inst.
MARSEILLES, HAVRE & HAMBURG	OKANIAN	Ger. str.	—	Oliver	MESSEGERIES MARITIMES	On 21st inst., at 1 p.m.
BREMEN, VIA PORTS OF CALL	FRIDERS ALION	Ger. str.	—	P. W. W.	MELCHERS & CO.	To-day, at 10 a.m.
NEW YORK VIA PORTS & SUEZ CANAL	SUEVIA	Ger. str.	k.w.	Knaissel	HAMBURG-AMERIKA LINIE	On 4th April.
NEW YORK VIA PORTS & SUEZ CANAL	SLAVONIA	Ger. str.	k.w.	Bshlo	HAMBURG-AMERIKA LINIE	On 18th April.
NEW YORK VIA PORTS & SUEZ CANAL	SKOVIA	Ger. str.	k.w.	Madson	HAMBURG-AMERIKA LINIE	On 2nd May.
GENOA, MARSEILLES & LIVERPOOL	ALCINOUS	Brit. str.	1 m.	Schoenfeldt	BUTTERFIELD & SWIRE	On 20th April.
TRIESTE, &c., VIA SINGAPORE, &c.	M. BACQUEHEM	Aus. str.	—	Rassevich	SANDER, WIELER & CO.	On 25th inst., P.M.
NEW YORK VIA PORTS & SUEZ CANAL	ST. FILIPPA	Brit. str.	—	Nicholas	DODWELL & CO., LTD.	About 23rd inst.
NEW YORK VIA PORTS & SUEZ CANAL	SCUTILLICK	Brit. str.	—	Habel	STANDARD OIL CO.	Quick despatch.
NEW YORK VIA PORTS & SUEZ CANAL	NOVIA	Ger. str.	k.w.	Barnett	HAMBURG-AMERIKA LINIE	On 25th May.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	—	STANDARD OIL CO.	About 23rd April.
VANCOUVER, VIA SHANGHAI, &c.	TARTAR	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 29th inst.
VICTORIA (B.C.) & SHANGHAI VIA NAGASAKI &c.	OKAFA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 28th April.
VICTORIA (B.C.) & SHANGHAI VIA NAGASAKI &c.	FLORIAN	Am. str.	—	F. G. Partridge	BUTTERFIELD & SWIRE	On 18th inst.
SEATTLE, VIA SHANGHAI & JAPAN	MINNESOTA	Am. str.	—	J. H. Rinder	DODWELL & CO., LIMITED.	On 30th inst.
PORTLAND, OREGON	NICOMEDIA	Brit. str.	—	Wagner	—	About 20th inst., at 1 p.m.
AUSTRALIAN PORTS	CHINGTO	Brit. str.	1 m.	—	—	On 31st inst., at Daylight.
YOKOHAMA, KOBE & MOJI	CEYLON	Brit. str.	—	Gunn	BUTTERFIELD & SWIRE	On 7th April.
YOKOHAMA, KOBE & MOJI	CEYLON	Brit. str.	—	C. F. Lockstone, B.N.R.	NIPPON YUSEN KAISHA	On 18th inst., at 4 p.m.
SHANGHAI	CHINGTO	Brit. str.	1 m.	—	P. & O. S. N. Co.	About 19th inst.
SHANGHAI	CHINGTO	Brit. str.	1 m.	—	SHEWAN, TOMES & CO.	About 17th inst., at 4 p.m.
SHANGHAI	CHINGTO	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 21st inst.
SHANGHAI	CHINGTO	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 18th inst.
SHANGHAI	CHINGTO	Brit. str.	1 m.	—	P. & O. S. N. Co.	On 25th inst.
SHANGHAI	CHINGTO	Brit. str.	1 m.	—	OSAKA SHOSHEN KAISHA	On 19th inst., at Daylight.
SHANGHAI	CHINGTO	Brit. str.	1 m.	—	DOUGLAS LATHROP & CO.	On 21st inst., at Daylight.
SHANGHAI	CHINGTO	Brit. str.	1 m.	—	DOUGLAS LATHROP & CO.	To-morrow, at 10 a.m.
SHANGHAI	CHINGTO	Brit. str.	1 m.	—	SHEWAN, TOMES & CO.	On 18th inst., at 10 a.m.
SHANGHAI	CHINGTO	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 21st inst.
SHANGHAI	CHINGTO	Brit. str.	1 m.	—	SHEWAN, TOMES & CO.	On 25th inst., at 10 a.m.
SHANGHAI	CHINGTO	Brit. str.	1 m.	—	DODWELL & CO., LTD.	About 18th inst.
SHANGHAI	CHINGTO	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th inst.
SHANGHAI	CHINGTO	Brit. str.	1 m.	—	MELCHERS & CO.	Quick despatch.
SHANGHAI	CHINGTO	Brit. str.	1 m.	—	JAL-CHINA JAPAN LINE	Quick despatch.
SHANGHAI	CHINGTO	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	On 21st inst., at 3 p.m.

HONGKONG-MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon, midships. Electric Light Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	Sat., 18th Mar., 10 A.M.
RUBI	2540	A. H. Nottley	Manila	Sat., 25th Mar., 10 A.M.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 11th March, 1905.

GREAT NORTHERN
STEAMSHIP COMPANY.

OPERATING IN CONJUNCTION WITH THE

NORTHERN PACIFIC AND GREAT NORTHERN RAILWAY
OF UNITED STATES, AMERICA.

SEATTLE.

VIA

SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

The Magnificent New Twin-screw Steamship

"MINNESOTA."

TONS 20,714 1/2 GROSS REG. CAPACITY 23,000 TONS.
(J. H. RINDER, COMMANDER).

Will sail on or about

MONDAY, 20th MARCH, AT 1 P.M.

Conveying FREIGHT at through rates to INTERIOR POINTS U.S.A., NEW YORK and CANADA; also PASSENGERS to the UNITED STATES, EUROPE, &c.
This Steamer is luxuriously fitted with spacious SUITES and STATE ROOMS; equipped with LIBRARY, MUSIC, SMOKING ROOMS, NURSERY, STEAM LAUNDRY, &c.
Special provision is made for the safe transit of SILK, THE SURE and Valuable Cargo.
PARCELS carried at low rates to all points of U.S.A. in connection with the Northern Pacific and Great Northern Express Companies.

For FREIGHT or PASSAGE, apply to

GEO. SUTHERLAND, NIPPON YUSEN KAISHA,
GENERAL TRAFFIC MANAGER. AGENTS.
Hongkong, 1st March, 1905. 539

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
PORTLAND, OREGON
OPERATING IN
CONNECTION WITH THE "OREGON RAILROAD & NAVIGATION CO."

STEAMSHIP	TONS	CAPTAIN	TO SAIL AT DAYLIGHT ON
"NICOMEDIA"	4,370	Wagner	March 31st, 1905.
"NUMANTIA"	4,370	Bremer	April 20th, 1905.
"ARABIA"	4,483	Bahle	May 11th, 1905.
"ARAGONIA"	5,198	Schmidt	May 30th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 15th March, 1905.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.
The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "LOTHIAN"	...	Captain J. C. Williamson.
S.S. "INDRAVELLI"	...	Captain S. Collington.
S.S. "COURTFIELD"	...	Captain J. W. Martin.
S.S. "CRANLEY"	...	Captain W. B. Steele.
S.S. "IRBAL"	...	Captain H. Robertson.
S.S. "ACOT"	...	Captain C. E. Cox.
S.S. "SIKI"	...	Captain J. Rowley.
S.S. "INKULA"	...	Captain Dean.
S.S. "KATHERINE PARK"	...	Captain Copp.

For Freight, apply to

GIBB, LIVINGSTON & CO.,
AGENTS.

Hongkong, 10th February, 1905.

IMPERIAL GERMAN MAIL
LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.	SAILING DATES.
PRINCESS ALICE	THURSDAY 16th March
PRINZ REGENT LUTPOLD	WEDNESDAY 23rd March
PRINZ HEINRICH	WEDNESDAY 30th March
PRINZ EITEL FRIEDRICH	WEDNESDAY 6th April
RUSSSEN	WEDNESDAY 13th April
ROON	WEDNESDAY 20th April
BAVERN	WEDNESDAY 27th April
ZIETEN	WEDNESDAY 4th May
GNEISENAU	WEDNESDAY 11th May
SACHSEN	WEDNESDAY 18th May
SCHARNHORST	WEDNESDAY 25th May
PRINZ HEINRICH	WEDNESDAY 1st June
PRINZ EITEL FRIEDRICH	WEDNESDAY 8th June

ON THURSDAY, the 16th day of MARCH, 1905, at 10 A.M. the Steamship PRINCESS ALICE, Captain P. W. W. with MALES PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till Noon on TUESDAY, the 14th March. Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 15th March, and will be received at the Agency's Office until Noon on WEDNESDAY, the 15th March.
Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs. and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardess.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 2nd March, 1905.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATE.	Freight & Passengers.
RHENANIA	MARSEILLES, HAVRE & HAMBURG	On 20th Mar.	Freight & Passengers.
SUEVIA	(Calling at Singapore, Penang and Colombo)	On 4th April	Freight.
SUEVIA	(HAVRE & HAMBURG)	On 18th April	Freight & Passengers.
SUEVIA	(Calling at Singapore, Penang and Colombo)	On 2nd May	Freight & Passengers.
SUEVIA	(HAVRE & HAMBURG)	On 16th May	Freight.
SUEVIA	(Calling at Singapore, Penang and Colombo)	On 25th May	Freight.
SUEVIA	(HAVRE & HAMBURG)	On 8th June	Freight.
SUEVIA	(Calling at Singapore, Penang and Colombo)	On 22nd June	Freight.
SUEVIA	(HAVRE & HAMBURG)	On 6th July	Freight.
SUEVIA	(Calling at Singapore, Penang and Colombo)	On 20th July	Freight.
SUEVIA	(HAVRE & HAMBURG)	On 3rd August	Freight.
SUEVIA	(Calling at Singapore, Penang and Colombo)	On 17th August	Freight.
SUEVIA	(HAVRE & HAMBURG)	On 31st August	Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloons and cabins amply lighted throughout by electricity.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE
HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.

12

FOR

TAMSAI, VIA SWATOW

AND AMOY

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's consular services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Vaux Road Central.

Hongkong, 27th February, 1905.

13

FOR

TAMSAI, VIA SWATOW

AND AMOY

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's consular services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

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Hongkong, 27th February, 1905.

14

FOR

TAMSAI, VIA SWATOW

AND AMOY

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Hongkong, 27th February, 1905.

15

FOR

TAMSAI, VIA SWATOW

AND AMOY

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's consular services. As soon as the state of affairs permit,

OCEAN STEAM SHIP CO., LD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL.	"OANPA"	On 17th March.
GLASGOW and LIVERPOOL.	"KAISOW"	On 25th March.
GLASGOW and LIVERPOOL.	"AGAMEMNON"	On 28th March.
GLASGOW and LIVERPOOL.	"JASON"	On 1st April.
GLASGOW and LIVERPOOL.	"LAERTES"	On 8th April.
GLASGOW and LIVERPOOL.	"DARDANUS"	On 8th April.
GLASGOW and LIVERPOOL.	"CHINGWU"	On 15th April.
GLASGOW and LIVERPOOL.	"TELEMACHUS"	On 17th April.
GLASGOW and LIVERPOOL.	"DIOMEDE"	On 21st April.
GLASGOW and LIVERPOOL.	"CALCHAS"	On 21st April.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP.	"ACHILLES"	On 20th March.
AMSTERDAM, LONDON and ANTWERP.	"MACHAON"	On 11th April.
GENOA, MARSEILLES and LIVERPOOL.	"ALCINOUS"	On 20th April.
AMSTERDAM, LONDON and ANTWERP.	"AGAMEMNON"	On 25th April.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA.	"OANPA"	On 18th March.
	"TELEMACHUS"	On 20th April.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th February, 1905.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"HANGCHOW"	On 18th March.
KOBE	"CHINGTU"	On 21st March.
MANILA	"TEAN"	On 21st March.
CHEFOO and TIENTSIN	"KANSU"	On 24th March.
CEBU and ILOILO	"SUNGKIANG"	On 28th March.
MANILA, PORT DARWIN, THURS. ISLAND, COOKTOWN, CAIRNS, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHINGTU"	On 7th April.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Untravellers Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 16th March, 1905.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).		
R.M.S. "EMPEROR OF CHINA"	6,000 Tons	WEDNESDAY, 29th Mar.
R.M.S. "EMPEROR OF INDIA"	6,000 Tons	WEDNESDAY, 19th April.
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 26th April.
R.M.S. "EMPEROR OF JAPAN"	6,000 Tons	WEDNESDAY, 10th May.
R.M.S. "ATHENIAN"	3,852 Tons	WEDNESDAY, 24th May.

Hongkong to London, 1st Class via St. Lawrence 230. via New York 262. Intermediate on Steamers 240. and 1st Class Rail 240.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
W. CRADDOCK, Acting General Agent.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
PLEIADES	3,753	F. G. Furlington	Thursday, March 24th
SHAWMUT	3,606	E. V. Roberts	Thursday, April 13th
TREMONT	3,606	T. W. Garlick	Friday, April 21st
LYRA	4,417	G. V. Williams	Monday, May 15th

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.		
S.S. PLEIADES	3,753 tons.	F. G. Furlington ... About 18th March.
S.S. TREMONT	3,606 tons.	T. W. Garlick ... About 12th April.
S.S. LYRA	4,417 tons.	G. V. Williams ... About 3rd May.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS.

QUEEN'S BUILDINGS,
Hongkong, 11th March, 1905.

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INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA "SUISANG"	Tuesday, 21st Mar., 3 P.M.

These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

Hongkong, 14th March, 1905.

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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL REMARKS.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.	"JAPAN"	About 15th March	Freight and Passage.

FOR	STEAMERS	TO SAIL	REMARKS.
YOKOHAMA via SHANGHAI, MOJI and KOBE (Passing through the Inland Sea).	"CHITON"	About 19th March	Freight and Passage.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	"SIMLA"	About 24th March	Freight and Passage.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON, &c.	"MALTA"	Noon, 25th March	Use Special Advertisement.

For further Particulars, apply to
L. S. LEWIS
Acting Superintendent.

Hongkong, 13th March, 1905.

NORDDEUTSCHER LLOYD, BREMEN. NOTICE.

STEAMER FOR KUDAT AND SANDAKAN.

Taking Cargo at Through Rates to TAWAU, LAHAD DATU, LABUAN, JOLO, ZAMBOANGA AND MENADO.

THE Company's Steamship

"BORNEO"

Captain E. Muhle, will be ready to load for the above ports on TUESDAY, the 21st inst.

For Freight or Passage, apply to
NORDDEUTSCHER LLOYD,
MELBOURNE & CO.,
Agents.

Hongkong, 15th February, 1905.

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BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"ZAIDA"

Captain G. M. Symmers, will be despatched as above on TUESDAY, the 21st inst., at DARTMOUTH.

For Freight or Passage apply to
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 13th March, 1905.

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FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

THE Steamship

"SCHUYLKILL"

Captain Nicholas, due here on April 1st, will have prompt despatch as above.

She will be followed by the s.s. "HUDSON".

Captain Burnett, sailing hence on or about April 23rd.

For Freight & further information, apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department,
4, Des Voeux Road, Central.

Hongkong, 2nd March, 1905.

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NATANI LINE OF STEAMERS.

THE Undermentioned GENERAL AGENTS

are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1904.

Hongkong, 4th August, 1904.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are

prepared, during suspension of their Trans-Pacific Service and until further notice to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, as to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE to VANCOUVER, by the NORTHERN PACIFIC S.S. CO. BOSTON STEAMSHIP and TOWBOAT CO.'S OCEAN S.S. CO. and CHINA MUTUAL S.S. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"GLENESK"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 16th inst., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognized.

McGREGOR BROS. & GOW,
Hongkong, 9th March, 1905.

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SHIPPING IN PORT.

STEAMERS.

ALDATH, British str., 2,208, W. Nicholson, 13th March, Penang 1st Jan., Coal—Order.

AROUS, British str., 1,822, D. W. Wialop, 24th Feb., Singapore 18th Feb., Coal—Doddwell & Co.

AUCHENARDEN, British str., 2,356, Crowder, 7th March, Kutohinetzu 2nd March, Coal—Bittell-Bussan Kalsha.

BORNEO, British str., 404, A. C. Stewart, 18th March, Singapore 3rd March, General—Order.

BORNEO, German str., 2,165, E. Muhle, 13th March, Sandakan 8th March, General—Melchers & Co.

BOSCOMBE, British str., 2,446, Mackay, 13th March, Durban 5th Feb., Coal—Order.

CHURCH, British str., 1,418, R. Cox, 13th March, Hongkong 10th March, Coal—Jardine, Matheson & Co.

CHIMOTU, British str., 1,459, J. McD. Howie, 4th March, Melbourne 25th Jan., General—Butterfield & Swire.

CHOYANG, British str., 1,424, H. Roope, 14th March, Shanghai 8th March and Swatow 12th, General—Jardine, Matheson & Co.

C. N. S. P. str., 1,698, R. Leco, 11th March, Moj 5th March, Carbone, Java-China-Jap. a Lijn.

DAZIN, Norwegian str., 788, S. Steensen, 12th March, Newport 14th Jan., Coal—Order.

EXPRESS OF CHINA, British str., 3,046, R. Archibald, s.s., 14th March, Vancouver 21st Feb. and Shanghai 12th Mar., Mails and General—C. P. R. Co.

EVA, German str., 2,081, Lotter, 26th Feb., Moroccan 16th Feb., Order.

FIDO, Norwegian str., 689, J. Larsen, 13th March, Cardiff 11th Jan., Coal—Order.

FRANKLYN, British str., 1,121, W. C. Browne, 20th Feb., Cardiff 18th Feb., Coal—Doddwell & Co.

GERMANIA, German str., 1,714, J. Bruha, 9th March, Saigon 3rd March, Rice—Jebson & Co.

GLENSK, British str., 2,272, J. Rafferty, 9th March, London 18th Jan. and Singapore 3rd March, General—McGregor Bros. & Gow.

HALLAM, French str., 377, T. Andersen, 14th March, Peking and Hoihow 13th March, General—A. R. Marty.

HELLAS, German str., 1,538, Rode, 9th Mar., Chinkiang 4th Mar., General—Siemens & Co.

HOLSTEIN, German str., 685, J. C. Hansen, 7th March, Saigon 1st March, Rice—Jebson & Co.

IRAL, British str., 3,490, Robertson, 10th Feb., Durban 17th January, Ballast—Gibb, Livingston & Co.

KATHARINE PARK, British str., 3,075, W. H. Cope, 12th Mar., Sasebo (Japan) 5th Jan., Light—Gibb, Livingston & Co.

KATFONG, British str., 1,410, E. Finlayson, 11th March, Cebu and Iloilo 7th Mar., General—Butterfield & Swire.

KWANGTAN, Chinese str., 1,536, Wm. H. Lunt, 12th March, Shanghai 9th Mar., General—C. M. S. N. Co.

LABREY, British str., 1,351, J. B. Jackson, 5th March, Saigon 29th February, Rice and Meal—Chinsee.

LOTHIAN, British str., 3,711, J. C. Williamson, 12th Feb., Port Natal 15th Jan.—Doddwell & Co.

LYDIA, German str., 1,771, F. Ernst, 13th March, Wuhu and Chinkiang 10th March, General—Siemens & Co.

MARLBOROUGH, German str., 1,433, D. Reimer, 11th Mar., Bangkok 4th Mar., General—Butterfield & Swire.

MERCEDIS, British str., 2,925, G. S. McGregor, 2nd March, Weihaiwei 25th February—Admiralty.

NABOVIA, German str., 3,600, Cantigny, 13th March, Hamburg and Singapore 4th Mar., General—Hamburg-America Linie.

NORD, Norwegian str., 1,074, Fensberg, 3rd March, Cardiff 31st Dec. and Singapore 22nd Feb., Coal—Doddwell & Co.

ONSARO, British str., 1,787, J. J. Davies, 10th March, Samarang 27th Feb., Sugar—Jardine, Matheson & Co.

PAKNAM, German str., 2,004, P. Denker, 12th March, Bangkok 2nd March, Rice—Butterfield & Swire.

REIDAR, str., 15th March, from Cardiff—Alex. Ross & Co.

SUNGKIANG, British str., 1,091, Pennafather, 11th Mar., Iloilo 7th March, Wood—Butterfield & Swire.

TAIENAN, British str., 1,121, A. Jones, 11th March, Saigon 6th March, Rice, Meal, and General—Bradley & Co.

VENUS, American str., 614, Antonio de Aralmea, 23rd Feb., Manila 18th Feb., General—Barreto & Co.

WESTMINSTER BRIDGE, British str., 2,208, A. W. Wrenlock, 13th March, London 23rd Nov. C. al.—Order.

WILLERAD, German str., 4,761, Ph. Obenauer, 14th March, Sydney 18th Feb., General—Melchers & Co.

ZAVIRO, British str., 1,611, R. Rodger, 13th March, Manila 11th March, General—Shawson, Thomas & Co.

SAILING SHIPS.

KING GEORGE, British ship, 2,057, J. White, 11th Feb., Philadelphia (N.S.W.) 6th Sept., Case Oil—Standard Oil Co.

Hongkong, 10th March, 1905.

NOTICES TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NUBIA"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—

From London, &c., ex s.s. "China".

From Calcutta, ex s.s. "Sumatra".

From Penang, Gulf ex s.s. "B. I. S. N." and E. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 P.M. To-day, the 10th inst.

Goods not cleared by the 17th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

